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REMARKS

Claims 1-20 were rejected under 35 USC 102(b) as being anticipated by Kawabe et al. (US 6,027,130).

Claims 1-20 rejected under 35 USC 102(b)

Claims 1-20 were rejected under 35 USC 102(b) as being anticipated by Kawabe et al. (US 6,027,130). The Examiner recited limitations from the claims of the present application and then asserted that the Figures shown in Kawabe teach the claimed limitations of the present invention.

The Applicant respectfully traverses the Examiner's rejection. The Kawabe et al reference is an inappropriate basis for rejection as it applies to the adjustment of CASTER within a drivetrain as opposed the CAMBER as claimed by the present invention. Therefore, the Applicant provides a description of camber adjustment (as claimed by the present invention) as compared to caster adjustment (as discussed in the Kawabe reference). The Applicant, therefore, asserts that the rejection should be reconsidered.

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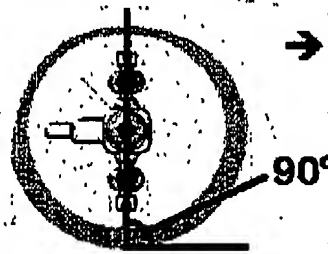
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CASTER vs. CAMBER**CASTER****Neutral Caster**

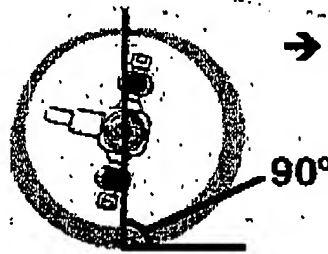
The image on the right shows a front axle block which is set at an angle of 90 degrees to the ground and is therefore deemed to be in a neutral position.

This is the base line measurement from which the other two caster positions are measured from.

**Negative Caster**

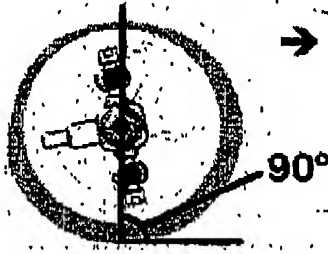
Shown right is a steering axle block, but the angle has been altered into a position that is referred to as a negative caster.

This means the upper pivot point is in front of the lower pivot point. Negative caster is sometimes referred to as leading caster.

**Positive Caster**

The image to the right shows a steering axle block in what is termed a positive caster position, where the top pivot point is further back than the lower pivot points.

Positive caster is sometimes referred to as trailing caster.



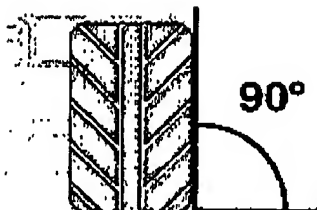
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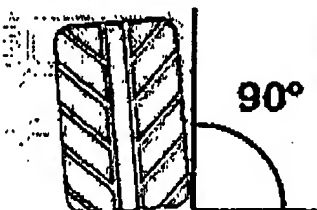
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CAMBER**Neutral Camber**

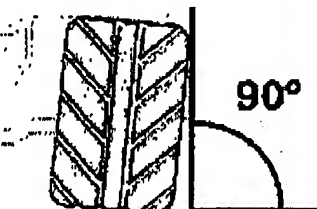
The image on the right shows a tyre that is set to a position that is referred to as neutral camber. This means that the top and bottom of the wheels and tyres are parallel to each other which is measured as 90 degrees to the track surface. This is the base line measurement from which the other two positions are measured from.

**Negative Camber**

Shown right is a wheel/tyre where the camber angle is set negatively. This means that the top of the wheel is leaning toward the centre of the car.

**Positive Camber**

The image on the right shows a tyre that is in a cambered position that is referred to as positive. This means that the tops of the wheels and tyres are leaning outwards from the centre of the car.



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There is a concrete and distinct difference between Caster and Camber. The Kawabe reference teaches a suspension system that allows for the modification of CASTER. It does not teach, nor even discuss, modification of CAMBER as claimed by the present invention. Furthermore, structural limitations claimed by the present invention are not taught in Kawabe. The upper control arm of Kawabe does NOT teach an upper rotational joint including a slotted guide wherein the integral upper control arm shaft sits. Nor does it teach that adjustment of the upper control arm shaft within this slotted guide alters the camber of the knuckle. The Kawabe reference fails to teach the upper control arm shaft being positioned along the rotational axis of the upper rotational joint. In fact, it teaches none of the limitations contained in any of the independent claims or dependent claims of the present invention. Camber control is not modified at all by the Kawabe reference.

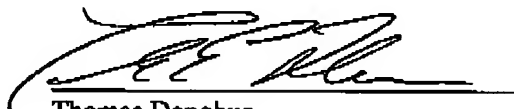
The Applicant, therefore, requests reconsideration of the present application.

CONCLUSION

The Applicant would like to thank the Examiner for his assistance in prosecution. In light of the above remarks, Applicant submits that all rejections are now overcome. The application is now in condition for allowance and expeditious notice thereof is earnestly solicited.

Should the Examiner have any questions or comments that would place the application in better condition for allowance, the Examiner is respectfully requested to call the undersigned attorney.

Respectfully submitted,



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